

ROTOVUE

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information*

Sgt. Wayne Campbell

FLIGHTLINES

Division Matches

The Competition-in-Arms Program has traditionally provided the Marine Corps with the skilled and experienced marksmen and instructors necessary to support a productive marksmanship-training program.

The primary objective of the program is to enhance combat marksmanship proficiency within the Marine Corps. Marines who participate in the 2004 division matches will receive the following four-week training package:

Week one: Marine Corps CIAP and formal instruction in fundamental marksmanship as well as dry and live-fire training and coaching techniques.

Week two and three: Division match classes with dry and live-fire marksmanship training.

Week four: Individual and team competitive matches.

For more information, contact Chief Warrant Officer Daniel Luke at 450-2712.

Physical Training

Camp Lejeune Marine Corps Community Services announces the Physical Training Coordinators Course for 2004. This course is designed for Marines and Sailors who are in charge of their unit's physical training program or remedial program. This four and one-half day course is a combination of lecture with topics on exercise and fitness, as well as practical sessions each day.

By the end of the course, the Marine will be able to design a safe and effective physical training program for the unit, remedial group and for individual needs.

The course will be held at Camp Lejeune on the following dates: March 22 - 26, May 17 - 21, July 12 - 16 and Oct. 18 - 22.

This program has been endorsed by the American College of Sports Medicine.

To sign up, contact Tanya Kelly, personal training and workshops coordinator, at 451-0824.

Computer Viruses

Viruses and worms continue to assault networks throughout the world and Marine Corps systems are no exception. A few military bases have experienced intermittent or total loss of network services due to virus infections.

While the Corps experienced virus incidents within the region, the practice of pushing anti-virus software and virus-definition updates from the Network Operations Center has kept New River systems virtually free of infection.

All computer users are vital to helping ensure anti-virus protection is available on all computer systems aboard the Station and should heed the following points:

1. Be cautious of email attachments.
2. Ensure anti-virus software is installed and working properly.
3. Check your virus definitions routinely.
4. Immediately report any virus infection to the Information Systems Coordinator in your department.

If you receive e-mail with an attachment "Deleted Attachment.txt" or "Alert.txt," do not be alarmed. The attachment has been detected by antivirus software and rendered harmless.

For more information,

contact Richard H. Parker at 449-5174 or e-mail parkerrh@newriver.usmc.mil.

Messages For Troops

The Jacksonville Uniformed Services Organization has joined forces with America Online for Broadband to support "Project Video Connect: We're Here Until They're Home" in Onslow County.

Project Video Connect was launched in May 2003 and allows thousands of military personnel who are still overseas and their families to send video messages to each other from USO locations around the world.

Project Video Connect gives military families, troops and supporters the opportunity to communicate "face-to-face" by creating personal video messages that can be sent free of charge using a special video messaging program.

The simple process, which only takes a matter of minutes, allows military personnel and their families to use a computer equipped with a video camera to record a video message, create a Uniform Resource Locator, or URL, containing that message, and then send the link to their loved one by regular e-mail.

For a complete list of locations, visit <http://www.vidisolutions.com> and click on Project Video Connect.

Hospital Spouse Call

Camp Lejeune Naval Hospital commanding officer, Capt. Richard C. Welton, is speaking with spouses of personnel assigned to the Naval Hospital and its Branch

Clinics today at 9:30 a.m., 12 p.m. and 7 p.m. in Classroom B at the main hospital.

The purpose of the event is to discuss hospital plans, issues and staff spouse concerns and comments.

All hospital and branch medical clinic spouses are encouraged to attend one of the sessions.

Sexual Assault Victims

A Department of Defense task force on care for victims of sexual assaults is scheduled to visit Camp Lejeune on Thursday.

Any uniformed member connected to Camp Lejeune, whether formally reported in or not, who have been victims of sexual assault are invited to discuss their concerns about the effectiveness of current support services as well as how the DOD could better support their needs.

Anyone desiring to provide input to the task force may provide information by calling (800) 497-6261, Monday - Friday from 9 a.m. - 9 p.m.

On the cover

Kurtis Johnson, a tow truck driver for Marine Chevrolet and Jacksonville, N.C. native, ties down the tires of a white Chevrolet Cavalier from the parking lot in front of Marine Aviation Logistics Squadron-26 on March 3.

The Provost Marshal's Office ordered the vehicle to be towed when it was discovered that the vehicle was parked in a manner that obstructed the flow of traffic in the parking area.

The owner of the vehicle will be required pay all fees incurred from the wrecker service.



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If you have any comments or suggestions you may also contact the public affairs office at (910) 449-6196 or fax (910) 449-6478.

'Fighting Griffins' of 22nd MEU receive II MEF safety award

Sgt. Matt C. Preston
correspondent

The aviation combat element of the 22nd Marine Expeditionary Unit (Special Operations Capable) has been awarded the Commanding General, II Marine Expeditionary Force Unit Award for Ground Safety Excellence for Fiscal Year 2003.

Col. Kenneth F. McKenzie Jr., commanding officer of the 22nd MEU, presented the award to members of Marine Medium Helicopter Squadron-266 (Reinforced) on behalf of Lt. Gen. Henry P. Osman, commanding general, II Marine Expeditionary Force. The award is presented annually to the II MEF battalion or squadron with the lowest overall injury or accident rate, and whose safety program sets the standard for others to follow.

"Safety is the big pillar that all professionalism depends on," said Lt. Col. Joel R. Powers, commanding officer of HMM-266, upon receiving the award.

During FY 2003, which ran from Oct. 1, 2002 to Sept. 30, 2003, the "Fighting Griffins" instituted a comprehensive aviation and ground safety program that helped the unit reduce their already low off-duty mishaps by three percent and on-duty mishaps by nearly 75 percent. The real achievement lies beyond those numbers wherein the unit experienced no serious injuries or fatalities during the period.

The cornerstone of HMM-266 (Rein)'s success was its unwavering implementation of the Marine Corps' Operational Risk Management (ORM) program, a system that helps the unit identify and combat risks to its personnel. Under ORM, point values are assigned for different situations and circum-

stances. These points are then added up, giving commanders and personnel a rough idea of the risk of a particular scenario and what they should guard against.

Risk management can be applied not only to the workplace but at home as well, which is part of the success of the safety program, according to the squadron's safety officer, Maj. Scott A. Payne.

"We owe the award to the common sense application of ORM not only in our work environment," said Payne, "but also when we head back to our friends and family."

Payne credited the leadership of the ACE at the staff noncommissioned officer and NCO level for the success of the safety program.

According to Payne, the SNCOs and NCOs identified early on the potential hazards of having such an inexperienced crew and began a rigorous training cycle of safety classes; emphasizing both on and off-duty safety. Topics ranged from on-the-job dangers such as hazardous material handling and hearing conservation to home-related issues such as leave and liberty, safety and fire safety.

"Our SNCOs and NCOs take pride in instilling the ORM principle to their younger Marines," said Payne. "They understand what hazards face their Marines on a daily basis."

Training, supervision and leadership created a winning combination toward a safe home and work environment. Keeping this edge will be vital as the "Fighting Griffins" prepare to fly into potentially unfriendly skies.

Losing Marines in battle is a risk the Marine Corps unfortunately must take, but losing Marines to accidents is needless, and the squadron recognized

these dangers and faced them head-on.

In addition to HMM-266, the 22nd MEU (SOC) consists of its Command Element, Battalion Landing Team 1st Bn., 6th Marines, and MEU Service Support Group 22. The MEU is embarked aboard the amphibious assault ships USS Wasp, USS Whidbey Island and USS Shreveport as part of Expeditionary Strike Group 2.

For more information on the organization, mission and status of the 22d MEU, visit the unit's Web site at www.22meu.usmc.mil.



Lance Cpl. Jemssy Alvarez

Lt. Col. Joel R. Powers, (left), commanding officer of Marine Medium Helicopter Squadron-266 (Reinforced), receives the Commanding General II MEF Unit Award for ground safety from the 22nd MEU (SOC) commanding officer, Col. Kenneth F. McKenzie Jr., aboard USS Wasp .

'Gunrunners' respond to nation's call

Sgt. Christine C. Odom
correspondent

At a moment's notice, warfighters from Marine Light/Attack Helicopter Squadron-269, New River, deployed to Haiti in support of a contingency operation March 3.

As part of the Alert Contingency Marine Air Ground Task Force (ACM), the "Gunrunners" joined 8th Marine Regiment, 2nd Marine Division, Marine Corps Base Camp Lejeune, N.C.

The squadron took an undisclosed amount of aircraft with them as they

departed from New River, and approximately 100 Marines were given a 96-hour notice to pack their seabags and prepare to leave when ordered, added Maj. Richard T. Boyer, HML/A-269 executive officer and Russellville, Ark. native.

Sgt. Heath R. Memezes, "Gunrunners" flightline mechanic and collateral duty inspector, was one Marine who received notice to say his good-byes.

"Up until today (March 3), we didn't even know we were leaving," said Memezes, a native of Summerset, Mass.

Although it was short notice, the squadron is still prepared to meet whatever mission is assigned, added Boyer.

The Marines attend Weapons and Tactics Instructors Course at MCAS Yuma, Ariz., and Combined Arms Exercise at Marine Corps Air Ground Combat Center Twentynine Palms, Calif., as part of their combat training.

The squadron's estimated date of return is unknown.

"Everyone has been briefed," said Boyer. "They knew this could happen, and they're ready to go."



Marines receive Station's highest athletic honor

Lance Cpl. Jeffrey A. Everitt
correspondent

Gunnery Sgt. Thomas M. Carlo, communication navigational avionics supervisor with Marine Aviation Logistics Squadron-26 and Bronx, N.Y. native, and Staff Sgt. Susanna L. Sutherland, flight equipment chief for Marine Medium Helicopter Squadron-162, Middleburg, Fla., were recognized as the Station's 2003 athletes of the year.

The award ceremony was held Monday at the New River Fitness Center.

The achievements that earned Carlo the award included induction into the Southern Softball Association Hall of Fame in March 2003 where he batted .762 while in SSA Hall of Fame Tournament; winning the "Majors" division. He also received the most valuable player award in the tournament, which was the first tournament he played in after his right leg was amputated in May 2002. Carlo batted over .800 in four tournaments while playing and coaching for New River's varsity team. The team placed first place in three tournaments and second in the

fourth.

Carlo also led the station to a Silver Medal, batting .738 in the East Coast Regional Tournament. He was a member of the 2003 All-Marine Softball Team, was also a coach for the youth baseball program for Onslow County, and is a Special Olympics volunteer.

Sutherland earned the athlete of the year award for her duties as coach, match coordinator and player for the Camp Lejeune Women Misfits Rugby Football Team.

She was selected to the United States Combined Services Women's Rugby Team and played multiple positions for a team in the Jacksonville Recreation League. She participated in these events after she was deployed from Jan. 9 to June 22, 2003.

To be eligible for this award, a Marine must send a sports application to Nancy Haigh-Stankowski at Marine Corps Community Services here. A Station award committee decides who the athlete of the year will be. They use a point system that recognizes the level of participation in team sports, individual sports and coaching. Both of these athletes have participated in and coached higher-level sports.

Once the Marines are chosen here by the committee, Haigh-Stankowski forwards the athletes' names and appli-

cations to Headquarters Marine Corps for consideration as Marine Corps Athlete of the Year.



Lance Cpl. Jeffrey A. Everitt

Gunnery Sgt. Thomas M. Carlo, the aviation communication navigational avionics supervisor of Marine Aviation Logistics Squadron-26, and Staff Sgt. Susanna L. Sutherland, Marine Medium Helicopter Squadron-162 flight equipment chief, proudly show their athlete of the year awards. Lt. Col. Ludovic Baudoin d'Ajoux, MALS-26 commanding officer, and Lt. Col. Darrell Thacker, HMM-162 commanding officer, stand proudly next to their Marines.

No parking: tow away zone

Cpl. Wayne Campbell
correspondent

Driving you may have noticed the lack of parking around the flightline. Some Marines have been making there own parking spots on the grass or even in the middle of intersections causing dangerous conditions.

"We have been receiving complaints from the MAG (Marine Air Group) commanding officers and personnel," said Maj. Bryan Wood,

Station Provost Marshall and Houston native.

According to Wood, in the last few weeks two pedestrians and one car door has been struck by vehicles in front of the Marine Medium Helicopter Squadron-263 hangar on White St., all of which were due to cars being illegally parked.

"Most of the problem comes from lack of parking aboard the Station," said Wood. "Another problem is the Marines don't use the overflow parking

lots provided for them because they don't want to have to walk the extra hundred yards."

Parking on the Station is limited to posted and marked lots, according to Wood. Parking on the grass will result in a ticket, which can put points on to the registered drivers record. Parking in a manner that obstructs the flow of traffic or creates an unsafe condition will result in the towing of the vehicle. Once the wrecker is called, even if the Marine gets to the vehicle before it

gets there, a fee is charged by the wrecker service.

"A few weeks ago I was out here and some of the spots Marines choose to park in are dangerous," said Wood. "We had a car parked in a fire lane with his front quarter panel blocking an intersection."

Parking in itself may seem harmless, but if the spot chosen blocks the view of other drivers or blocks the path for emergency vehicles, the situation can become dangerous.

Are you, your vehicle in violation of the law?

Maj. Bryan K. Wood
Station Provost Marshall

Almost every day, an incident involving one or more of the following violations is reported in the MCAS New River Military Police blotter: driving on state suspension, driving without a valid operator's license, failure to properly register vehicle, no current proof of insurance and expired or no state inspection sticker. I'd like to cover the ramifications of these violations and the requirements that must be fulfilled by the individual driver.

Driving on state suspension/driving without a valid operator's license

Both of these offenses can occur with or without the driver's knowledge. There are many drivers who continue to drive, although they know that as a result of a citation, accident or other driving related incident, their driving privileges are suspended. Many young Marines and civilians fit into this category. They accept the risk of being caught. The odds are against them with the many antiterrorism/force protection measures in place designed to identify the status of individuals driving aboard the installation.

There are some individuals who are unaware of their suspended driving status. Unfortunately, as the cliché goes in law enforcement, "ignorance is not an excuse" and may not garner any sympathy from the judicial system. Both offenses result in a mandatory court appearance in front of the base traffic court judge and carry a sentence of a one-year revocation of driving privileges aboard the installation.

Drivers can be suspended for a variety of driv-

ing related incidents: reckless driving, accidents, driving under the influence, expiration of license, failure to appear at court, failure to pay a fine(s), multiple citations, etc. The cause of suspension can almost always be traced back to the state Department of Motor Vehicles where an individual was licensed. It is the sole responsibility of the driver to ensure his driving privileges and license are active. Individuals unaware that their driving privileges have been suspended often have not checked with their licensing DMV after an incident to ensure privileges have been reinstated or not compromised. When questioned, those who claim ignorance to their driving status usually reveal some incident that caused "turbulence" in their status. The driver either sent payment for a fine and did not follow up with the DMV to ensure payment was received and driving privileges remained intact, or he took the word of a hired lawyer that the incident was resolved.

Based on my experience and observation of traffic court, the latter happens with some regularity. There are some cases where the licensing DMV made an administrative error. In these cases, a letter from the DMV indicating the error should be presented to the station traffic court judge. Absent extenuating circumstances or other violations, driving privileges can be reinstated. Remember, it is the sole responsibility of the driver to ensure his driving status is good to go and no one else.

Failure to properly register vehicle

Vehicles belonging to individuals stationed or employed aboard New River must be registered aboard the installation within 30 days. As long as a

vehicle maintains an active registration from any state, there is no specific requirement for registration in the state of North Carolina. Vehicles not properly registered, either on base or in a state, are subject to removal from the Station and subsequent impoundment in a civilian storage lot. Typical cost to the driver by a commercial tow truck company is a \$40 - \$50 towing fee and \$5 - \$10 a day for storage. In addition to potential time and money lost, drivers can lose up to six points on their station driving privileges.

Insurance

All vehicles in the state of North Carolina and aboard the Station must carry, at a minimum, liability insurance. If caught off base without proof of current and active insurance, civilian law enforcement will most likely immediately tow and impound the driver's vehicle.

On base, the military police are empowered to pursue the same course of action. The driver will be apprehended, processed and released to his unit representative or family member, and the vehicle may be towed. The vehicle will not move in any other manner until proof of insurance for that vehicle and the driver is shown. Time gaps in insurance coverage are illegal. The word "current" when applied to proof of insurance is key. Insurance violations can result in three points for expired insurance and six months suspension for failure to insure, which are applied to an individual's driving privileges aboard the Station.

Inspection Requirements

There are a lot of questions regarding this issue. Although there is a lot of confusion about this, the requirement is pretty simple. If your vehicle carries a registration from another state, it must have an active and displayed inspection decal from that state. Once that inspection expires, or if the registering state does not issue a decal for display, the driver must either go back to his registering state and have the vehicle inspection and the correlative decal renewed, or the vehicle must be inspected in North Carolina and receive that decal for display. The vehicle must have an active and displayed inspection decal, if it is to be operated in North Carolina and aboard the installation. Inspection decal violations or an expired inspection carry a three-point assessment to an individual's driving privilege aboard the Station.

In all the above violations, reactive and corrective action will cost the driver time and money, and will generate stress and potential embarrassment. All of the corrective actions above should not be fully delegated. Only the driver can fully confirm the status of his driving privileges.

The Provost Marshal's Office uses the same system as civilian law enforcement to determine the status of individuals and their driving privileges. Questions pertaining to vehicle and driver requirements can be directed to the MCAS Pass and I.D. office at 449-6354 or to Military Police at 449-6113.



Lance Cpl. Steven R Sawyer

Military tags can be placed in one of two locations: at the top, center of the windshield or in the bottom driver's side corner. However, in all situations, the tags must be visible and prominent.

Awards and Promotions

**Headquarters and
Headquarters Squadron**

Promotions

Sgt. W. Campbell Jr.
Sgt. S. Gonzalez
Sgt. J. C. Lyon
Sgt. M. J. Malone III
Sgt. J. D. Wunder
Cpl. L. P. Buckley
Cpl. J. E. Chipkin
Cpl. E. A. Evans
Cpl. J. E. Pettry Jr.
Lance Cpl. J. D. McRobbie
Lance Cpl. V. L. Sanchez
Lance Cpl. J. Nassau
Lance Cpl. M. Bernardi
Lance Cpl. K. R. Suson
Lance Cpl. J. T. Poll
Lance Cpl. L. E. Johnson
Lance Cpl. J. E. Haley Jr.

Good Conduct Medal

Cpl. M. E. Fox
Cpl. R. C. Morales
Cpl. A. T. Shaw
Cpl. R. J. Terry
Lance Cpl. N. K. Hildebrand
Lance Cpl. J. C. Parker
Lance Cpl. G. L. Richards

**Meritorious Mast
Cpl. J. E. Chipkin**

**February 9- 13
Range High-shooter**
Sgt. W. R. White

**Marine Aviation Logistics
Squadron-26**

Promotions

Sgt. K. A. Brooks
Sgt. A. D. Cooper
Sgt. K. S. Haines Jr.
Sgt. C. D. Hawkins
Sgt. E. S. Parker
Sgt. E. A. Ritter
Cpl. S. W. Crocker II
Cpl. V. E. Lantigua
Cpl. J. J. Lassiter
Cpl. J. C. Nitka
Lance Cpl. P. B. Arnold
Lance Cpl. K. M. Barbour
Lance Cpl. P. M. Bivens II
Lance Cpl. N. M. Fuentes
Lance Cpl. M. G. Fugate
Lance Cpl. E. Hernandez Jr.
Lance Cpl. J. M. McDowell
Lance Cpl. M. W. McMillian
Lance Cpl. E. D. Porter
Lance Cpl. N. C. Thybault

**Marine Aviation Logistics
Squadron-29**

Promotions

Sgt. E. L. Dorman
Sgt. B. Lundy
Sgt. M. S. Thieleman
Sgt. T. C. Trott
Cpl. T. C. Bouten
Cpl. J. E. Delacerda
Cpl. W. A. Hartman Jr.
Cpl. B. J. Kirkland
Lance Cpl. L. A. Higuera
Lance Cpl. F. M. Lashey
Lance Cpl. M. C. Moreshead
Lance Cpl. J. L. Peck
Lance Cpl. J. W. Schulte

**Marine Wing Support
Squadron-272**

Promotions

Sgt. K. D. Clawson III
Sgt. R. N. Houze
Sgt. W. N. Johnson
Sgt. C. S. Merrill
Sgt. E. Reaves II
Sgt. T. L. Spradling
Cpl. J. R. Garcia
Cpl. J. L. Pichardo

Lance Cpl. D. C. Carattini
Lance Cpl. B. T. Evans
Lance Cpl. D. S. Kochran
Lance Cpl. E. A. Pryor
Lance Cpl. J. M. Rose
Lance Cpl. J. L. Torelli
Lance Cpl. D. E. Wyatt

Good Conduct Medal

Cpl. M. L. Bunten
Cpl. J. L. Foster
Cpl. A. T. Shaw
Cpl. R. W. Wing
Lance Cpl. T. D. Arnold
Lance Cpl. K. K. Doremus
Lance Cpl. J. L. Duffy
Lance Cpl. J. R. Garcia
Lance Cpl. M. C. Gomez
Lance Cpl. A. G. Interrial
Lance Cpl. H. E. Madrigal Jr.
Lance Cpl. M. T. Williams

**Marine Helicopter Training
Squadron-302**

Promotions

Cpl. B. A. Carter
Cpl. S. R. Hudgins
Lance Cpl. R. A. Hayes Jr.
Lance Cpl. T. J. McConaughay
Lance Cpl. M. J. McKee

Pfc. A. H. Avila
Pfc. T. A. Bauer
Pfc. S. P. Cavanaugh
Pfc. E. W. Countryman
Pfc. J. P. Delee
Pfc. D. M. Donathan
Pfc. A. T. Groom
Pfc. K. A. Roberts

**Marine Tiltrotor Test and
Evaluation Squadron-22**

Promotions

Sgt. B. L. Corkle Jr.
Sgt. J. J. Guilde
Sgt. A. G. Harris Jr.
Sgt. J. W. Miller
Cpl. T. K. An
Cpl. D. L. Fasching
Cpl. J. M. Gates
Lance Cpl. J. L. Baron
Lance Cpl. Z. D. Hoag
Lance Cpl. M. M. Houck
Lance Cpl. W. M. Martinez
Lance Cpl. R. M. Pope
Lance Cpl. N. E. Wagner
Pfc. J. J. Rykard

Cryogenics keeps their cool

Cpl. Andrew W. Miller
correspondent

When you first hear the word "cryogenics," the first thought in your head might be the freezing of dead bodies. While this could be one of the uses of

"cryo," the Marines at New River's cryogenics section use it for other things.

According to Sgt. Shane M. Elliot, Marine Aviation Logistics Squadron-29 cryogenic equipment operator and native of Great Falls, Mont., cryogenics involves air separation to produce nitrogen and oxygen in both liquid and gaseous forms.

These Marines aren't freezing dead bodies, however, they do keep medical personnel supplied with nitrogen for various procedures, along with each squadron where it is used to keep the helos in top shape.

"We receive the 400 gallon liquid nitro tanks after they have been filled at Cherry Point," explained Elliot. "Once we take the 400 gallon tanks and fill up the smaller cylinders, the GSE [Ground Support Equipment] representatives at the squadrons come and pick the cylinders up from us."

The GSE representatives are personnel who work at

the squadrons and have received training and licensing from the "cryo" Marines through instructional classes.

The aviation equipment aboard the Station requires the liquid, gaseous nitrogen and oxygen for uses such as hydraulic systems, helicopter blades, and when testing for cracks and leaks in tires.

"Certain fittings on these aircraft must be frozen prior to installation, or they will expand and not fit," explained Sgt. Carl Lingeer, MALS-26 cryogenics equipment operator from Long Island, N.Y.

Currently, there are four "cryo" Marines working for MALS-29 and five for MALS-26, all of whom work together in the same shop.

These Marines begin their training at the Cryogenics Military Occupational Specialty School aboard Cherry Point, N.C., where they are instilled with valuable knowledge for use not only in their military career, but also in a civilian career later in life.

"To my knowledge, the only "cryo" school outside the military is in Russia," said Lingeer.

According to the Marines here, it can be a very rewarding field, and one that is constantly growing.

"Almost everything you can think of in the civilian sector deals with cryogenics including frozen foods, aluminum baseball bats, medical procedures and any mechanical gas types," said Elliot. "It is a small field right now, and I would recommend it to anyone. It is a goldmine."



Cpl. Andrew W. Miller

Cryogenics equipment operator, Lance Cpl. James Baker, a Beverly, Mass., native, purges a hose of debris prior to connecting it to a recharge unit.

"Untouchables" keep water, power flowing

Lance Cpl. Zachary R. Frank
correspondent

Electricity and running water are modern conveniences most of us take for granted. New River's utilities section, engineer division, Marine Wing Support Squadron-272, are responsible for supporting every section and Marine, so they can receive all of the electricity and water needed to carry out their missions, according to 1st Lt. Robert F. White, acting division commander of construction and utilities.

Also responsible for utilities is ensuring all Marines living in the barracks have clean drinking water and electricity.

"Utilities provide all of the power and also the laundry and shower facilities that Marines often take for granted," added White.

In addition to the duties on Station, the utilities section also supplies these services to deployed units.

"We support both Marine Aircraft Groups and offer them that support with

everything concerning engineering, utilities and construction," said White.

Recently, the section provided instruction to Marines in training.

Forty-two logistics officers from the Marine Corps Service Support Schools at Camp Johnson visited the engineers division Feb. 12 to learn about the capabilities and usefulness of utilities and engineers in a tactical environment.

The "Untouchables" demonstrated how a command center is set up in seven minutes. Cpl. Wesley N. Johnson, generator mechanic from Zephyr Hills, Fla., showed the officers how the electrical systems and generator powered the interior of the tent.

During their visit, students also viewed power generators/distributors, laundry units, and water purification and holding units.

The visit gave the officers studying these machines "the opportunity to put training with our school applications," concluded 2nd Lt. Kate Besignano of Staten Island, N.Y.



Lance Cpl. Zachary R. Frank

Sgt. Duane C. Pineda (front) of Minneapolis, and Cpl. Juan R. Garcia of Midwest City, Okla., attach a 300 gallon per minute hose to a water pump at the utilities division of Marine Wing Support Squadron-272 Thursday.

Ordnancemen: They don't just blow things up



Sgt. Wayne Campbell

Cpl. Christopher Teegarden, Marine Aviation Logistics Squadron-26 ordnanceman from Hyattsville, Md., performs preventive maintenance on a AH-1W Cobra turret system.

Sgt. Wayne Campbell
correspondent

You may think all ordnancemen do is blow stuff up, but there is a lot more to the job than just playing with explosives.

"We are here to support the MAG (Marine Aviation Group-26) with aviation armament equipment, ordnance and crew-served weapons," said Master Gunnery Sgt. Oneal Simmons, Marine Aviation Logistics Squadron-26 ordnance chief and New Bern, N.C., native. "The section here has five different shops, most of which do maintenance on the aircraft weapons system. We also provide explosive drivers for the squadron."

Each of the five shops process approximately 150 maintenance action forms in an average month, explained Jason Glover, Darien, Ill., and MALS-26 ordnance production control clerk.

"The amount of man hours that is put into maintaining each piece of gear can change dramatically due to the maintenance required," said Glover. "We maintain three types of missile launchers, five different bomb racks, two trailers, three types of rocket pods and six different types of guns."

Each section is responsible for completing preventive maintenance and repairs to the ordnance

systems of all helicopters stationed here, according to Glover.

The munitions section is responsible for the build up and storage of all explosives in the build-up area.

"We put the gate down when there is an ordnance build up in progress or there are explosives in the area that can pose a threat," said Cpl. Shaun Sanders, aviation ordnance systems technician from Midland, Texas. "We are required by the Naval Sea Operating Procedures 5 to keep an explosives radius around the area of operation in case of any accidents."

According to Simmons, the munitions section processes approximately 10,000 to 15,000 pounds of explosives in a month.

"That amount could triple when we support squadrons that are going to CAX (Combined Arms Exercise) in California and WTI (Weapons Tactics Instructor course) in Arizona," said Simmons.

According to Simmons, ordnance accomplishes this task with 50 Marines; currently 16 are deployed.

"While on deployment, aviation ordnance operates FARP (forward arming and refueling point) sites, and we are also responsible for pre-positioning, storing and accounting for ordnance," said Simmons.

New River takes simulation training to another level



Sgt. Christine C. Odom

Sgt. Christine C. Odom
correspondent

Approximately six months ago, the Station received a new Indoor Marksmanship Simulation Trainer program along with compact discs of various combat scenarios to aid Marines in marksmanship.

For more than a decade, New River has used the same marksmanship simulation program.

According to Carl Brown, ISMT coordinator here, the new program based on the Microsoft Windows 98 operating system is a big improvement from the old system, and it has more options.

"The Windows program is a lot more reliable and is quicker than the old program," added Brown, a Richlands, N.C., native.

In addition to simulating the known distance course of fire, the program is also capable of simulating inclement weather such as wind, rain, sleet or snow into the training simulation; something the old system wasn't capable of doing.

"It's definitely a lot more realistic

than the last program," said Sgt. Thomas R. Fuller, training chief, Marine Aircraft Group-26 Headquarters Squadron.

Marines preparing for the rifle range have a better advantage when they practice at the ISMT, added Fuller, of Oyster Bay, N.Y.

He prefers every Marine conduct ISMT training before attending the range.

Not only is this program excellent for range practice, but also it's outstanding for training military policemen in live-shoot/no-shoot scenarios, explained Brown. Other scenarios include defensive and offensive security, which assists reconnaissance and infantrymen in their training.

The M16A2 service rifle, M203 grenade launcher, M249 squad automatic weapon, M240G medium machinegun, M2 .50 caliber machinegun and the MK19 40 mm machinegun, as well as the M136 AT-4 rocket launcher, can be used with the new program.

For more information about the ISMT or to schedule a date for training, contact Carl Brown at 449-5278.

New River gets a boost in simulation training after receiving a new Indoor Marksmanship Simulation Trainer program to replace their old system. Unlike the system prior, the new program is capable of simulating inclement weather and has various combat scenario compact discs which aid Marines in their military training.

Give RotoVue staff some pointers

Sgt. Juan Vara
correspondent

Some weeks ago, when delivering the RotoVue to some of the hangars here, I noticed that in one particular squadron the newspaper rack had been moved. I wouldn't complain if it had been moved to a location where it was more accessible for the Marines in the squadron, but it was put under the ladderwell. Why? Once I found it and pulled it from where it was hidden, I noticed none of the prior issues had been picked up.

Recently, the unit information officer for one of the squadrons called our office and asked for a new rack. I dropped off a brand new rack and found an old rack that wasn't being used. Where did I find it? Under the ladderwell.

I'd like to think that those who can't find the newspaper in their hangar, (because somebody is hiding the

racks under the ladderwell), are picking it up from either the convenience store or the Marine Corps Exchange here, but it seems to me that a large percentage of Marines and Sailors here are not picking it up at all.

It's been more than two years since I got here. The first time I delivered newspapers to the squadrons inside the fence, I noticed the RotoVue wasn't too popular among some.

I've been on a few deployments with some of the units here, and I've had a few Marines ask me where their photo is going to be published. When I say, "The RotoVue," I get, "The roto who?"

Many times I've been asked if the RotoVue is an insert in The Globe or the Jacksonville Daily News. The answer is no. The RotoVue is New River's own newspaper, put together by hardworking Marines who "bust" their tails, putting in long hours at some of the

oddest times. Sometimes, these Marines give up their free time, including weekends, to put out a newspaper filled with diverse information.

Help us out. I want to figure out what the staff at the Joint Public Affairs Office here needs to do to make the newspaper more appealing. In my opinion, the few Marines who work here do a great job.

Is it because you're not in it that you're not picking it up? Is it because your squadron is not mentioned in it? Is it because the photo of you kissing your girlfriend when you got back from deployment two years ago didn't run? Give me some pointers about what we can do to make your newspaper better. We want it to fly off the shelves like a certain magazine headed by Hugh Hefner.

If you have any comments or suggestions give me a call or send me an e-mail. I can be reached at varaj@newriver.usmc.mil or at 449-5431.

22nd MEU passes through the Strait of Gibraltar

Gunnery Sgt. Keith A. Milks
correspondent

Surrounded by orbiting helicopters akin to birds of prey, the ships of Expeditionary Strike Group 2 threaded their way through the Strait of Gibraltar in a long staggered column and entered the Mediterranean Sea

after an 11-day voyage across the Atlantic Ocean.

Consisting of the amphibious assault ships Wasp, Whidbey Island and Shreveport, destroyer McFaulL, cruisers Leyte Gulf and Yorktown, and attack submarine Connecticut, ESG 2's passage through the Strait gave the ships' crews and the embarked

Marines and Sailors of the 22nd Marine Expeditionary Unit (Special Operations Capable) the rare opportunity to see two continents at the same time.

Known to ancient mariners as the "Passage of Hercules," the Strait (not 'Straights') of Gibraltar is the 36-mile-long waterway connecting the Atlantic Ocean and Mediterranean Sea, and cuts between southernmost Spain and northernmost Morocco.

At its narrowest, the Strait is eight miles wide, while its entrance to the Atlantic is its widest, at 27 miles. The most dominant features of the Strait are the two peaks flanking the eastern entrance; Gibraltar to the north and Mount Acha to the south. These are often referred to as the Gates of Hercules.

In light of recent terrorist attacks such as that against the USS Cole in October 2000, and in order to counter the possibility of attacks as the ships passed through the relatively narrow (in a nautical sense) strait, ESG 2 maintained an active force protection stance. Gunners manned the ship's defensive weaponry, and helicopters circled overhead keeping a wary eye on the fishing, passenger and leisure craft that sailed the calm blue waters.

For Cpl. Rendal L. Ladner, an administrator serving with the MEU Personnel Administrative Center (MPAC), the MEU's voyage through the Strait of Gibraltar presented the 21-year-old Gulfport, Miss., native with her first glimpse of a foreign land.

"To go out and see the world was one of the reasons I joined the Marine Corps," she said. "And this was an opportunity most people never get."

The 22nd MEU left the United States on Feb. 19 for a deployment to the European and Central Command theaters.

While in the Mediterranean region, the MEU is scheduled to execute an amphibious landing exercise in the Adriatic and conduct at least one port visit.

Consisting of its Command Element, Battalion Landing Team 1st Bn., 6th Marines, Marine Medium Helicopter Squadron-266 (Reinforced), and MEU Service Support Group 22, the 22nd MEU is commanded by Col. Kenneth F. McKenzie Jr.

For more information on the mission, organization and status of the 22nd MEU, visit the unit's Web site at <http://www.22meu.usmc.mil>.



Gunnery Sgt. Keith A. Milks

Sailors man a 30mm cannon aboard the USS Wasp as the ships of the Expeditionary Strike Group 2 pass through the Strait of Gibraltar near the African nation of Morocco.

Military Working Dogs receive body armor

Cpl. Isaac Pacheco
correspondent

MARINE CORPS LOGISTICS BASE ALBANY, Ga. - Military working dog handlers here and throughout the Marine Corps have a new tool in their arsenal in the fight against crime.

The manager of the Marine Corps Working Dogs Program recently issued new body armor to K-9 units Corpwide. The K-9 department here is testing the unique body armor, which has been specifically designed to protect their four-legged counterparts. The new K-9 operations vests are made of woven Kevlar fiber, soft-body armor panels.

With these thin, body-armor panels, the vest weighs only seven pounds and is strong enough to protect dogs against small-arms fire and stab wounds.

The vests are manufactured to the same standards as human body armor and are durable enough to take multiple hits to the same area. The extra level of protection offered by the new body armor is particularly a necessity for the Marine Corps' military working dogs due to their need to train in an expeditionary nature.

"The new armor is versatile enough for deployments that involve searches, tracking and extractions," explained Cpl. Daniel Hillery, military working dog handler here. "Any day, on the base or in a deployed status, we could encounter a situation where the dog is being targeted. If we see someone as a hazard, and we're going to release the dog on them, we'll know that the dog will be safe because he's protected."

The vests have several features that give K-9 units previously inaccessible flexibility.

"Removable cold packs inside the vests help keep the military working dogs cool in extreme climates such as in the Middle East," Hillery explained.

"There are also rappel loops sewn into the vest. If we want, we can climb with a dog and even rappel. There's also a harness on the vest that allows us to parachute with the dog if we need to."

However, there are some drawbacks associated with the large K-9 vests. These include added weight and loss of mobility.

"It limits the dog's movements in some ways and can make it harder for them to jump," Hillery said. "It's extra weight on them, and at first it's a little awkward."

It's kind of like the first time any Marine puts on a flak jacket and Kevlar. They're learning to work with it."

At \$1,000 apiece, the new vests are a significant investment for the Marine Corps. Proponents of the new armor argue that the price of the vest is negligible compared to the cost of training and caring for a new working dog.

"We get attached to the dogs because they're our partners, and we don't want to lose them," Hillery said. "If you estimate the cost of raising, feeding and training a dog, it adds up to somewhere around \$60,000. Replacing a dog ends up being a lot more expensive and time consuming."

Along with the financial benefits, the new K-9 body armor is giving the Marines behind the dogs more confidence to accomplish their missions no matter what task is assigned to the unit.

"I think that it makes us feel more confident with the dogs because we know that they're going to be protected, and we feel like we can do more with them," Hillery explained. "In any situation we encounter, I'll feel more secure knowing that the dog I rely on to get the job done is safer."

Marine Corps reading list book review;

Battle Cry of Freedom: The Civil War Era

Sgt. Christine C. Odom
correspondent

My opinion of this book is that it should be read by every servicemember; however, it requires a great deal of patience to read, because the author accounts for every event in detail. Civilians who are Civil War enthusiasts, will also enjoy this book. All who read it will develop a better understanding of the events that led up to the Civil War and why it was fought.

"Battle Cry of Freedom: The Civil War Era" was written by James M. McPherson, who won a Pulitzer Prize for this detailed chronicle of the Civil War.

According to The Houston Post, Battle Cry of Freedom is an epic story told in epic style, written in clear, luminous prose. McPherson captures the reader's attention with his testament of the Civil War era.

The author begins the story with the growth of the nation, not just economically, but culturally as well. As the population grew, so did the need for food, clothing and other supplies, which in turn required more labor. Unfortunately, many Americans were content using slaves for labor. However, others believed that it was

contrary to the ideals their forefathers founded this nation on.

McPherson uses personal accounts to show how slavery became the major conflict, which created the cultural divide between the North and South.

States that abolished slavery or came into the Union without bondage were more industrial and did not rely on slave labor as a means for building their economy. Sadly, the South viewed slavery as essential to its growth. The South relied heavily on this cheap labor.

During the mid-nineteenth century, slavery began to affect the nation's politics. Slaveholders believed that emancipation would produce economic ruin, social chaos and racial war. The South thought slavery was the basis for prosperity, peace and white supremacy. The North, on the other hand, was adamant about the idea that all men were created equal and had certain inalienable rights including liberty and the pursuit of happiness.

McPherson's vivid imagination also allowed me to explore the conflicts and battles that led to the war. The majority of battles were fought on the ground with rifles and fixed bayonets.

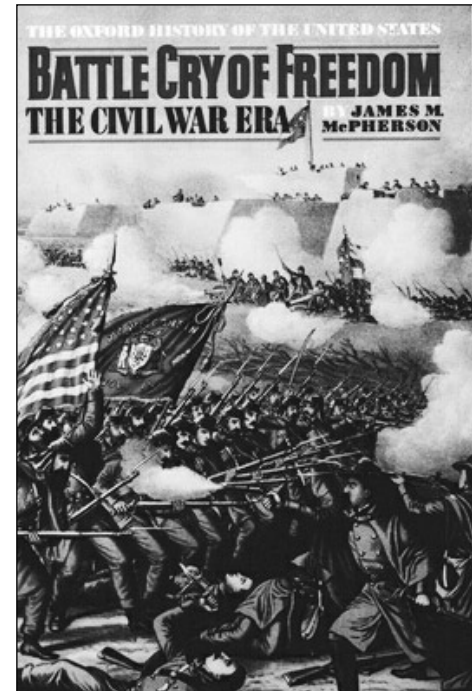
A disturbing part about some of

the battles was that the rebels forced slaves to fight for them. Overall, the Union had a larger army than the Confederacy, but lacked experienced officers to lead them. Most of the officers in the Union were given their positions because of their political ties, and the experienced officers they had fled from the Union to join the Confederacy. This was due to the fact that the Confederates had superior warfighting strategies. The Union adopted some of the Confederates' methods of warfighting, which enabled the Union army to overpower the rebels and win the war.

In addition, after the Union was victorious over the Confederates, the South's acceptance of emancipation was rather reluctant. Who could blame them, for this was all they knew? What the majority of us know today is every life is important regardless of color, creed or religion, and we have grown to be a nation of tolerance.

"Battle Cry of Freedom: The Civil War Era" is an awesome book, and I would recommend it for reading. While the information in the story has a lot of detail and requires patience when reading, it should be read. McPherson does an exceptional job conveying the experiences of the

American people of that time. Give the book a chance, and do not let the events that take place prior or during the Civil War diminish your outlook on Americans.



Battle Cry of Freedom: The Civil War Era. By James M. McPherson. Published by Ballantine Books in 1989. The book has 904 pages.

A symbol sheathed in honor

Maj. John Magruder III
contributor

Throughout most of recorded time, the sword has been the symbol of the soldier's calling. With this weapon our early ancestors carved out their notches in history. As the evolution of modern arms progressed from the bow and arrow through the age of gunpowder and the subsequent development of the firearm, the sword's actual employment as a weapon was gradually relegated to a secondary role. Finally, the maturing of the repeating military rifle in the latter half of the 19th century all but banished this ancient mark of the warrior from the battlefield and consigned it to purely ceremonial use on the parade ground.

The exigencies of modern warfare have not, however, detracted from the position which the sword occupies as the badge of the military man. As the oldest form of a weapon still in use, it has come to symbolize martial leadership. Those who carry it must bear the burden of continuing the heritage which has been passed down through the pages of history by the men who once used their blades in earnest.

In this respect, the noncommissioned officers of the Marine Corps have several distinctions of which they can be justly proud. They are the only NCO's in any branch of the regular United States Armed Forces who still have the privilege of carrying swords. Certain units of the National Guard still authorize NCO swords for ceremonial use when wearing the distinctive uniform of the regiment. Among these are the 182nd Infantry Regiment (The New Haven Greys), the 107th Inf Regt (1st Virginia) and 103rd Reconnaissance Company (1st City Troop of Philadelphia), to name only a few. In addition, they have the unique position of being the only NCOs ever authorized to carry what is basically a commissioned officer's sword.

The present day sword issued to the NCOs of the Corps was originally adopted by the War Department on April 9, 1850 as the regulation saber for the foot officers of the infantry. Based upon a French design, it was a well balanced, serviceable weapon. The single edged, ornately etched blade had very little curve and appeared to be nearly straight. A false edge ran back nine inches from the point, while a wide fuller reached from the ricasso to the beginning of the false edge, and a narrow fuller extended above the broad one and was about five inches shorter. Wooden grips were covered with fish skin wrapped with twisted gilt wire, and the pommel, designed after a Phrygian helmet, was decorated

with floral sprays. The gilded brass guard was of the half-basket design. The weapon was sheathed in a scabbard of black leather with gilded brass fittings.

In 1859, just prior to the Civil War, the commissioned officers of the Marine Corps had adopted the Model 1850 foot officer's sword. They found it more serviceable than their lighter, Mameluke-type saber and particularly welcomed its leather scabbard which was not subject to the many dents their former brass scabbards had been forever acquiring in the hustle and bustle of close combat aboard ship.

Following the war between the states, the repeating military rifle made rapid developments, redesigning the battlefields of the world and sounding the death knell of the sword which was thenceforth looked upon as being more of an encumbrance than an asset in the field.

Prodded by a desire to reinstate the traditional weapon of their predecessors, especially since its purpose had become more symbolic than utilitarian, Marine officers reverted to their Mameluke sword in 1875 when the Corps entered it's so-called "Golden Era" of sartorial splendor. At this time, Marine NCOs acquired the arm which was discarded by their commissioned brothers-in-arms. It is this same weapon, with only minor alterations, which is still carried in Marine parade formations by the senior NCOs of the Corps.

Without a doubt, the adoption of the 1850 officer's sword by the Marine non-commissioned officers was prompted by two important considerations. First, the "Golden Era" was a period when a golden braid, dazzling hat plumes and furbished ornaments predominated on the military uniform. Elegant styles were being set by the army of Napoleon III of France, which was still, though not for long, the foremost exponent of military fashion on the continent of Europe. Thus, enlisted personnel as well as officers were to be decked out in the showiest accoutrements possible. Certainly their new sword fit the bill. Secondly, at the close of the Civil War, many surplus weapons were on hand in the nation's armories, so by adapting the dressy infantry officer's sword to the NCOs of the Corps, good use could be made of excess materials. But it was also a gesture of considerable respect to the Marine NCO, for never before had a badge so symbolic of the commissioned officer been turned over to the NCO ranks.

At first glance, the Marine NCO sword, in use from 1875 till 1934, was no different than the 1850 officer's model. Only the fish skin covering the grip had been replaced by black leather and the letters U.S.M.C. etched on the reverse side of the blade instead of the U.S. which

had appeared on the officer's arm. Issue numbers were normally stamped on the counter-guard above the grips and most scabbards bore a frog stud instead of carrying rings, since all but the sergeants major and quartermaster sergeants wore their swords suspended from a frog attached to their waist belts. The senior NCOs carried their sidearms on slings similar to those used by commissioned officers and a limited number of swords were equipped with rings for their use. After the first pay grade was established in 1937, all NCOs in this grade were authorized to carry their swords on slings until 1948 when regulations provided that all NCOs, regardless of rank, adopt the frog.

In 1934, revised regulations called for a slightly more slender blade which eliminated the narrow fuller and new decorative etching included the inscription United States Marines. Otherwise, it remained identical to the Civil War officers' model, albeit a lighter, somewhat less serviceable version.

The commissioned and non-commissioned officers now retain the saber for what it implies to their profession rather than for the use that it offers. Their primary duty is to lead, not to shoot. The sword continues as the personification of tradition and has been entrusted to those most responsible for maintaining it. Except for the famous Mameluke hilted sword of Marine commissioned officers, adopted in 1826, the Marine NCO sword rates as the oldest weapon in American arms still in use.

It is an important emblem. In the days of the "Old Corps," when advancement was slow, the senior NCOs represented many years of service and their position in the Corps carried great prestige. In the barracks their prerogatives were unquestioned. Their right to carry the sword was a privilege that, in the eyes of the lower ranks, personified the august position to which they attained.

While its use is limited by regulations to "when in charge of troops on ceremonial occasions," the sword is part of that intangible "esprit de corps" which makes the Marine of today part of that long, honored muster roll on which will always be found names like Sgt. Maj. Dan Daly, Sgt. Maj. John H. Quick and Master Gunnery Sgt. Leland Diamond. The sword of today may be just a symbol, but it is a proud one worthy of keeping as a part of the Marine tradition which will serve as an incentive to the leathernecks of tomorrow.

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Cpl. Andrew W. Miller

Cpl. Jefferson M. Tillery demonstrates 'carry sword.'



Cpl. Andrew W. Miller

Cpl. Jefferson M. Tillery demonstrates the hand position during 'draw sword.'



Cpl. Andrew W. Miller

Cpl. Jefferson M. Tillery, Station supply warehouse clerk and native of Tillery, N.C., demonstrates the execution of the preparatory command portion of 'present arms' with the non-commissioned officers' sword.



Roto View

What do you think of the MV-22 Osprey?



"I'm looking forward to increasing our range and capability, so that we can better support our ground forces."

1st Lt.. Patrick A. Wasden,
operations,
Marine Heavy Helicopter Squadron-464
Warm Springs, Ga.



"It far surpasses the helicopters that are out now by technology and mission orientation."

Sgt. John P. Gullett
crew chief,
Marine Tiltrotor Test and Evaluation Squadron-22,
Westville, Ind.

"I've heard it's doing a lot better as far as making headway. If it flies and gets us there, then it's all right by me."

Staff Sgt. Thomas T. Mccaa II,
Instructor,
Infantry Training Battalion,
San Diego



"It incorporates the best of both worlds; our helicopter and fixed wing."

Sgt. Theron M. Lorimor,
crew chief,
Marine Tiltrotor Test and Evaluation Squadron-22,
Columbus Ga.



"I think it's a good piece of equipment. We've had some pretty nasty crashes, but I'd say it's gotten better."

Lance Cpl. Gregg T. Onine
personnel administrator,
Headquarters and Headquarters Squadron
Daytona Beach, Fla.



"I like the design. I just wish it were quieter."

Pvt. William Getscher,
student,
Infantry Training Battalion,
Chaptico, Md.



Lance Cpl. Jeffrey A. Everitt

Lance Cpl. Ronnie B. Childs Jr. legal administrative clerk, Installation Personnel Administration Center from Panama City, Fla., practices batting to get himself ready for the up coming softball season.

March brings softball

Lance Cpl. Jeffrey A. Everitt
correspondent

Softball season begins March 29 with a one pitch tournament, and any active duty personnel on Station are welcome to come out and play, said Nancy Haigh-Stankowski, the athletic director at Marine Corps Community Services here.

A one pitch softball game is played just like a normal softball game, except instead of four pitches, you get only one.

Any Marines whose unit does not have a team are welcome to join a unit that already has one. Department of Defense civilian employees who would like to join a team may do so as long as they do not take the place of any active duty Marines or Sailors.

A team may also have Marine or Sailor dependents, but they have to be 18 years or older and follow the same outline as DoD employees.

Haigh-Stankowski said she hopes to have 10 to 12 teams this season and wants everyone to have ample practice time to avoid sports-related injuries. Headquarters Marine Corps has sent out several notices concerning injury prevention to help keep

Marines healthy and the Marine Corps as a "force in readiness."

She emphasized at the softball organizational meeting, held at MCCS March 2, that there are three practice fields available for teams to use, including the station field, located right behind building AS-200; the Enlisted Club field, directly behind the Enlisted Club; and the Pony League field which is located by the youth sports complex. Practice fields can be reserved through the Station fitness center, building AS-4000, but reservations must be made 24 hours in advance.

According to Haigh-Stankowski, once the softball season starts only coaches or assistant coaches may call to check or confirm game times, dates and whether or not games will be played due to inclement weather.

She also stated, coaches or their assistants must be the ones to call if a unit is due to deploy so all of those teams' games are scheduled before departure.

With a few new rules soon to be outlined and with help from the coaches, Haigh-Stankowski hopes this season is smoother and one of the best so far. For more information, call Nancy Haigh-Stankowski at 449-5609.

John Gunn's military sports highlights

Wyoming farm boy makes great leap in basketball

According to Robert W. Black, Associated Press, it started out as another one-on-one game between two farm boys. But this one, on a warm spring day nearly 70 years ago, changed the world of basketball.

As usual, 13-year-old Kenny Sailors was being dominated by older, taller brother Bud Sailors, as they battled on the dirt next to a windmill supporting a homemade wooden backboard and netless rim.

"When we played each other, he'd just slam it down my throat," recalls Kenny, now 82 and living in Gooding, Idaho. "I got to thinking if I could jump high enough, I could get the shot off him."

Jumping to shoot, though, was unthinkable in 1934. Coaches harped on never leaving the ground to shoot or defend in the game invented in 1891 by Dr. James Naismith. Two-handed set shots and a few hooks were the norm.

Kenny didn't care. Out of frustration, he leaped to keep Bud from swatting away his shot.

It worked, to both boys' surprise, and Kenny went on to perfect that stop-and-go, straight-up shot.

After their mother sold the farm and moved her boys to Laramie, Kenny earned All-State honors and twice led Laramie High to runner-up finishes in the state tournament.

Kenny, who was also a superb ballhandler, was named All-American in leading Wyoming to the NCAA championship in 1943. The Cowboys capped a 31-2 season by defeating Georgetown 46-34 for the title, with Sailors scoring a game-high 16 points, then defeating NIT champ St. John's.

"Kenny Sailors was their star, their gun," remembers Rep. Henry Hyde of Illinois, a freshman for the Hoyas that year. "He had a deadly shot."

Longtime Wyoming sportscaster Larry Birleffi was dazzled by what Sailors called "my shot."

"I hadn't seen anything like it," Birleffi said. "He had the only one. He could stop on a dime and shoot ... a one-hander. That shot was terrific."

John Christgau, in his book, "The Origins of the Jump Shot," wrote that Sailors is one of eight pioneers who developed the modern-day jump shot in the 1930s and '40s.

The others are Johnny Adams of Beebe, Ark.; Whitey Skoog of Brainerd, Minn.; Davage Minor of

Gary, Ind.; Belus Smawley of Sunshine, N.C.; John "Bud" Palmer of Princeton, N.J.; John Burton of San Francisco; and Joe Fulks of Kuttawa, Ky.

"They were defying kind of an American tradition to conformity and obedience, and look what it got them," Christgau said. "It got them absolutely to the pinnacle of basketball."

Six would play in the NBA.

Sailors played five seasons professionally. His best year was 1949-50 when he averaged 17.8 points for the Denver Nuggets, fourth-highest in the league.

Robin J. Deutsch, an archivist at the Basketball Hall of Fame in Springfield, Mass., credits Sailors, Fulks and Hank Luisetti of San Francisco as key developers of the jump shot.

Luisetti originated the running one-hander, also called the "step-and-shoot." Sailors developed the shot very closely to what it is today, Deutsch said.

"However, Jumpin' Joe Fulks is the individual who fine-tuned the shot to what it really is today, especially in terms of athleticism," he said.

Luisetti and Fulks are in the Hall of Fame. Sailors is not.

Hall of Fame officials say Sailors has been nominated and his credentials have been continually reviewed by the Veterans' Screening Committee, but he hasn't received enough votes from that panel for his nomination to move forward.

Shortly after Wyoming won the NCAA title, Sailors joined the Marines and fought in the South Pacific in World War II, being nominated for a Bronze Star.

Following the war, Sailors led Wyoming to a 22 - 4 record and was named the nation's top player.

A picture in Life magazine showing him leaping above Long Island players in a 1946 game no doubt inspired countless young imitators.

After his NBA career ended, Sailors and wife Boky ran a nursing home in Cheyenne, and then a dude ranch in Jackson Hole. In 1965, they sold the ranch to his brother and moved to Alaska.

Gunn is a member of the Marine Corps Combat Correspondents Assn., 2nd Marine Division Assn., Marine Corps Intelligence Assn., Marine Corps Aviation Assn., Marine Corps Heritage Foundation and Naval Aviation Museum Foundation.

Hellfire missile system



<http://www.janes.com>

The Hellfire is an air-to-ground, laser guided, subsonic missile with significant antitank capacity.

It can also be used as an air-to-air weapon against helicopters or slow-moving, fixed-wing aircraft.

In addition to air-to-air, the Hellfire can be used as an air-to-ground missile.

The Air-to-Ground (AGM)-114 provides precision striking power against tanks, structures, bunkers and helicopters. The Hellfire missile is capable of defeating any known tank in the world today. It can be guided to the target either from inside the aircraft or by lasers outside the aircraft.

General Characteristics

Primary Function: Point target/anti-armor weapon, Semi-active laser seeker

Contractor: Boeing, Lockheed Martin

Power Plant: Solid propellant rocket

Length: 5.33 feet

Launch Weight: 98 to 107 pounds

Diameter: 7 inches

Wing Span: 28 inches

Speed: Subsonic

Warhead: Shaped charge and blast fragmentation.

Editor's note: Information for this section was taken from the Navy Fact File.

Babies shape the future

Cmdr. Henry W. Hensley
Station chaplain

History tells us that early in the nineteenth century the whole world was watching the campaigns of Napoleon with baited breath. There was talk everywhere of marches, invasions, battles and bloodshed as the French dictator pushed his way through Europe. Babies were born during that time. But who had time to think about babies or to care about cradles and nurseries when the international scene was as tumultuous as it was? Nevertheless, between Trafalgar and Waterloo there stole into this world a veritable host of heroes whose lives were destined to shape humanity. Again, I ask, who had the time to think about babies while Napoleon was on the move?

Well, someone should have.

Let's take year 1809. Internationally, everyone was looking at Austria, because that was where blood was flowing freely. In one campaign after another that year, Napoleon was sweeping through

Austria. Nobody cared about babies in 1809. However, when you check the record, you realize the world was overlooking some terribly significant births.

Take, for example, William Gladstone. He who was destined to become one of the finest statesmen that England ever produced.

In that same year, Alfred Tennyson was born to an obscure minister and his wife. Tennyson would one day greatly affect the literary world in a marked manner. Oliver Wendell Holmes was born in Cambridge, Mass., in 1809. Moreover, not far away in Boston, Edgar Allen Poe began his eventful, albeit tragic, life.

It was also in that same year --1809--that a physician named Darwin and his wife named their child Charles Robert. And it was that same year that the cries of a newborn infant could be heard from a rugged log cabin in Hardin County, Ky. What was the baby's name? Abraham Lincoln.

If there had been news broadcasts at that time, I'm certain these words would have been heard:

"The destiny of the world is being shaped on an Austrian battlefield today." Or was it?

Funny, only a handful of history buffs today could name even two or three of the Austrian campaigns. Looking back, you and I realize that history was actually being shaped in the cradles of England and America as young mothers held in their arms the movers and the shakers of the future. No one could deny that 1809 was, in fact, the genesis of an era.

The same could be said of a seemingly insignificant life in Palestine almost 2,000 years ago, the birth, life and death of a carpenter's son. No one in the entire Roman Empire could have cared less about the birth of a Jewish infant in Bethlehem, or the death of that same person approximately 33 years later. Yet, these events in far away Palestine have had more of an effect on the history of the world than any other single event.

We should all remember that it is often the seemingly small, unimportant events, which have the most far-reaching results.

Family Services Center

Keystone Meetings for Teens

Each 1st and 3rd Friday
6 - 7 p.m.

A Boys and Girls Club program that offers an opportunity to gain leadership skills, participate in and earn community service hours as well as social activities.

AA Meetings

Each Monday
11:50 a.m. - 12:50 p.m.

The center now has Alcoholic Anonymous meetings every Monday. These meetings are open to alcoholics and non-alcoholics.

Play Morning

Youth Community Center

Play morning is a time for mom and dad to have fun with their children age 6 and under. Come play with us! For more information, please call New Parent Support Program at 451-5286.

Power Hour

Every Afternoon

An education program by the Boys and Girls Clubs of America to help students excel in school.

Power hour means that every day after school, members will have a

special place that is quiet and private to do their homework.

Someone will be on hand to help members who have questions or need help understanding their homework.

Tutoring will also be available and can be scheduled on a weekly or daily basis.

Pre-Separation Brief

March 10
7:30 a.m. - 4:30 p.m.

This mandated brief covers all required information for the service member and spouse separating from the military way of life.

Topics discussed include pay entitlements, Veterans Affairs benefits, financial management, educational opportunities, transportation of household goods, job service and more ... Pre-registration mandatory through your unit transition counselor.

Stress Management, Part III - Conflict Resolution

March 16
1:30 - 4 p.m.

This is the third class in our four-part series focusing on handling and resolving conflicts both in the home and in the workplace.

Transition Assistance Program

March 17 and 18
8 a.m. - 4:30 p.m.

A two-day career-options workshop, which helps you assess, your knowledge, skills and abilities and apply your military acquired skills in the civilian employment sector.

Topics include resume preparation, job search, interview skills, dress standards, job negotiations and much more. Pre-registration required through your unit transition counselor.

Stress Management, Part IV - Anger Control

March 23
1:30 - 3:30 p.m.

Attend the fourth class in our four part series and learn to identify our anger style and find practical ways to manage "out-of-control" emotions.

Smooth Move Workshop

March 24
9 - 11:30 a.m.

This is a three-hour workshop designed to assist in planning continental and overseas Permanent Change of Station moves. Topics include travel allowances, pay entitlements, Travel Management Office, housing, legal issues, Tri-Care and more.

Marriage Workshop

March 25
8 a.m. - 4:30 p.m.

Are you thinking about getting married? Attend this one-day workshop that covers the nuts and bolt of marriage.

This work shop can give you skills that help build a better relationship, ingredients for a strong marriage, conflict resolution, financial management, nutrition and much more.

Military Spouse-Local Employment Seminar

March 30
9 - 10:30 a.m.

Pre-registration is required for this class. Available for spouses and family members seeking part-time or full-time employment in the local community. Topics discussed will include networking, resume or application assistance, interview tips and more.

For more information on programs or to pre-register for one of the classes, please call the center at 449-110/6185 or visit our Web site at <http://www.lejeune.usmc.mil/mcasnr/fsc/fschome.htm>

Get on schedule with the Station Theater

Get in free with military
identification.

The theater snack bar opens 30 minutes
before the first movie and closes 45 min-
utes after the last movie begins.



Movie times are subject to change.
For more information, call the Station
Theater at 449-6292 or 449-6528.

Wed. 10 March	9 a.m. 7 p.m.	House of Sand and Fog House of Sand and Fog	R R	126 min. 126 min.
Fri. 12 March	7 p.m. 9:30 p.m.	Chasing Liberty House of Sand and Fog	PG-13 PG-13	111 min. 126 min.
Sat. 13 March	7 p.m. 9:30 p.m.	Taking Lives Chasing Liberty	R PG-13	113 min. 111 min.
Sun. 14 March	3 p.m. 6 p.m.	Chasing Liberty Along Came Polly	PG-13 PG-13	111 min. 90 min.
Mon. 15 March	7 p.m.	Big Fish	PG-13	126 min.
Wed. 17 March	9 a.m. 7 p.m.	The Butterfly Effect The Butterfly Effect	R R	113 min. 113 min.
Fri. 19 March	7 p.m. 9:30 p.m.	Along Came Polly The Butterfly Effect	PG-13 PG	90 min. 113 min.

LCTV-10 Schedule



March 12 - 18

Show Title

Show Time

USMC in the 21st Century
The Morning Report
Alexander the Great
Your Corps
Cooking With Tony: Seafood Pasta
White Water Rafting
Zeroing the M16A2 Service Rifle
Air Force News
The Morning Report
Cal Poly Pomona University
Navy/Marine Corps News
USMC in the 21st Century
Cooking With Tony: Seafood Pasta
White Water Rafting
Your Corps
Navy/Marine Corps News
The Morning Report
Alexander the Great
Zeroing the M16A2 Service Rifle
Army News
Cal Poly Pomona University

7:30 a.m.
8 a.m.
8:30 a.m.
9 a.m.
9:30 a.m.
10:15 a.m.
10:30 a.m.
11 a.m.
12 p.m.
12:30 p.m.
1 p.m.
1:30 p.m.
2 p.m.
2:45 p.m.
3 p.m.
3:30 p.m.
4 p.m.
4:30 p.m.
5 p.m.
5:30 p.m.
6 p.m.

Show Title

Show Time

Cooking With Tony: Seafood Pasta
White Water Rafting
The Morning Report
Air Force News
USMC in the 21st Century
Alexander the Great
Zeroing the M16A2 Service Rifle
Cal Poly Pomona University
Navy/Marine Corps News
The Morning Report
Army News
Air Force News
Cooking With Tony: Seafood Pasta
White Water Rafting
USMC in the 21st Century
Navy/Marine Corps News
Alexander the Great
The Morning Report
Zeroing the M16A2 Service Rifle
Cal Poly Pomona University
Cooking With Tony: Seafood Pasta
White Water Rafting

6:30 p.m.
7:15 p.m.
7:30 p.m.
8 p.m.
9 p.m.
9:30 p.m.
10 p.m.
10:30 p.m.
11 p.m.
11:30 p.m.
12 a.m.
12:30 a.m.
2 a.m.
2:45 a.m.
3 a.m.
3:30 a.m.
4 a.m.
5 a.m.
5:30 a.m.
6 a.m.
6:30 a.m.
7:15 a.m.

MARINE CORPS HISTORY

Mameluke - from warriors' swords to swords for warriors

Sgt. Theresa E. Seng
correspondent

Most Marines know the history of 1st Lt. Presley O'Bannon and how he was honored with the Mameluke sword. It's called the Mameluke sword, but exactly what is a Mameluke? Long before the colonists in the New World ever thought of revolution, the Mamelukes were a dynasty of mighty warriors throughout history, sharpening their war fighting techniques to a razor edge much like their noble swords.

The Mamelukes were slave troops spread across the Islamic world in the Muslim-middle ages. It was in the countries of Egypt and Syria that the Mamelukes attained their status. The Mamelukes were slaves imported mainly from Russia and Caucasus, but included several other races. These slaves were purchased for sultans and given an Islamic education as well as military training at special schools in Cairo.

After several years of education, they were enrolled in the corps of royal Mamelukes where they were given three steeds, equipment and a land grant to support themselves. Even though they were enslaved, they enjoyed high prestige and could even aspire to the sultanate.

The Mameluke cavalrymen were well known for their equestrian skills and acute proficiency with bow, lance and other weapons. There were training grounds throughout Cairo where they practiced teamwork through drill. It was at these training camps that they also practiced the sports of polo, fencing and wrestling.

One of the reasons they were known as outstanding cavalrymen was due to their archery exercises. While in the saddle, they fired their arrows through wooden circles at a target topped by a metal ring. They then drew a spear and sent it through the ring as they rode past. Their swordsmanship was also topnotch. Practice included slicing through solid objects such as clay. They did this until

they were able to cut through a bar of lead.

In time, these slave-warriors assumed power for themselves in the 13th century and continued to replenish their ranks by importing more military slaves. The Mamelukes were an awesome cavalry force when united. They checked the Mongol invasion of Syria and surpassed them. When no outside threats loomed, they divided into quarreling factions.

In 1341, power passed from the sultan to the troop commanders, but this began the slow demise of the dynasty. The dynasty was then troubled by palace revolts, civil wars and foreign conquests culminating in the defeat of Egypt in 1517 by the sultan of Turkey. Egypt was then subject to the authority of a Turkish representative, the pasha. Despite the change, actual power remained with the Mamelukes who governed districts up until 1811.

Beginning in the 16th century, the Muslim states of North Africa controlled the Mediterranean Sea lanes by force. By the time the United States won its independence from England, the African states along the Barbary Coast - Tripoli, Algiers, Morocco and Tunis - had preyed on the world's merchant ships for 300 years. The pirates' methods were fairly simple: cruise the Mediterranean in small, fast ships, board merchant ships, overwhelm the

crew and take them captive.

Crews remained captive until their country paid ransom.

Without payment they were sold into slavery.

The newly formed United States government was quickly forced to make treaties with the African states, but the tributes to the sultans for safe passage were fairly modest. It was the pasha of Tripoli who sent a message to the president demanding a higher tribute in 1801.

Thomas Jefferson was just inaugu-

rated when the message reached America. Jefferson had long disagreed with the policy of paying tribute and decided building a Navy would be less expensive than giving into Tripoli's ever growing demands.

Jefferson sent out a squadron of observers that included the frigates USS President, USS Philadelphia and USS Essex, as well as a sloop of war, Enterprise. They arrived July 1, 1801 to find out Tripoli had declared war on the United States two months earlier.

The fleet's commander found Tripoli's harbor protected by a rocky reef, making approach difficult. A large citadel also protected the city with smaller forts overlooking the harbor.

Without official orders, the

fleet took a passive approach and maintained a weak blockade of

Tripoli until Enterprise engaged and defeated the corsair, USS Tripoli, on Aug.

1. The enemy lost 60 of 80 crewmembers while the U.S. sustained no casualties. This engagement demonstrated a major weakness of the pirates; their small ships were no match for the U.S. vessels. Even though the victory was clear, the United States had yet to declare war on Tripoli.

It wasn't until 1803, and three different fleet commanders, that the United States took action to undermine the authority of the Turkish pasha and end the war. The American consul in Tunis, William Eaton, suggested they replace the pasha with his brother, Hamet, who was exiled in Egypt.

On Nov. 29, 1804, O'Bannon and a small contingent of Marines departed USS Argus to meet with Eaton in Alexandria, Egypt. They proceeded to Cairo where they joined forces with Hamet and a band of rebellious Mamelukes defying the Turkish pasha. On March 8, O'Bannon and his motley band of warriors - consisting of 500 men, 100 camels and a few mules - embarked upon a 500-mile trek across

the Libyan Desert. They arrived in Derne, Tripoli, on March 25.

Two days later, the combined land-sea attack commenced. O'Bannon, his Marines and the Mamelukes passed through a shower of enemy musketry while USS Nautilus bombarded the city.

O'Bannon took possession of one of the enemy batteries, planted the U.S. flag upon its ramparts and turned its guns on the enemy. After two hours of hand-to-hand combat, the fortress was occupied. For the first time in history, the United States flag flew over a fortress of the old world.

The enemy counterattacked repeatedly until May 28 when O'Bannon led a bloody bayonet charge driving the enemy from Derne.

As the story goes, Hamet presented O'Bannon with the jeweled Mameluke sword he carried throughout the battle, and the rest is Marine Corps history.

As it turns out, the honor bestowed upon O'Bannon was far more than many Marines of today may believe. The sword came from a dynasty of fierce warriors who were feared and ruled much of the Muslim world for centuries, and as only seems fitting, was passed on to the most feared fighting force in the modern world.

Information for this story was gathered from <http://www.mariner.org>



1st Lt. Presley O'Bannon